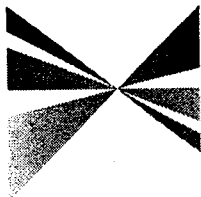


SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

Main Office

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Los Angeles, California

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• Richard Chavez, Anaheim • Debbie Cook,
Huntington Beach • Cathryn DeYoung, Laguna
Niguel • Richard Dixon, Lake Forest • Marilyn
Poe, Los Alamitos • Tod Ridgeway, Newport
Beach

Riverside County: Jeff Stone, Riverside County •
Thomas Buckley, Lake Elsinore • Bonnie
Flickinger, Moreno Valley • Ron Loderidge,
Riverside • Greg Pettis, Cathedral City • Ron
Roberts, Temecula

San Bernardino County: Gary Ovitt, San
Bernardino County • Lawrence Dale, Barstow •
Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallion, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

MEETING OF THE

REGIONAL COUNCIL

PLEASE NOTE CHANGE IN DATE

Monday, October 10, 2005
12:30 p.m. – 2:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room A&B

Los Angeles, California 90017

213. 236.1800

Agenda Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at 213.236.1868 or Stewart@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

REGIONAL COUNCIL

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the committee”

Meeting Focus: “Budget Priorities”

- | | | | |
|-------|---|-----------------------------------|----|
| 1.0 | <u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u> | Councilmember
Young, President | |
| 2.0 | <u>INSPIRATIONAL MESSAGE</u> | | |
| 3.0 | <u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker’s card to the Executive Assistant prior to speaking. A speaker’s card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes. | | |
| 4.0 | <u>CONSENT CALENDAR</u> | | |
| 4.1 | <u>Approval Items</u> | | |
| 4.1.1 | <u>Approve Minutes of September 1, 2005 Attachment</u> | | 01 |
| 4.1.2 | <u>Approve Contracts over \$250,000 Attachment (Administration)</u> | | 10 |
| | • Tioga Group | | 11 |
| 4.1.3 | <u>Approve CALCOG Membership Dues Attachment (Administration)</u> | | 14 |
| 4.1.4 | <u>Approval NARC Membership Dues Attachment (Administration)</u> | | 15 |
| 4.1.5 | <u>Reimbursement for RC Travel for FY 04/05 Attachment (Administration)</u> | | 20 |

* (The parenthetical denotes items that have been considered by the listed committee)



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

REGIONAL COUNCIL

AGENDA

	PAGE #	TIME
<u>Approval Items – Cont'd</u>		
4.1.6 <u>Subregional Indirect Cost Reimbursement Policy Attachment</u> (Administration)	21	
4.1.7 <u>Sponsorship of CALSTART'S 2nd 2020: California's Transportation Energy Future Conference Attachment</u> (Administration)	23	
4.2 <u>Receive & File</u>		
4.2.1 <u>Purchase Orders/ Contracts between \$5,000 - \$250,000 Attachment</u> (Administration)	24	
4.2.2 <u>Monthly Financial Report Attachment</u> (Administration)	30	
4.2.3 <u>SCAG Legislative Matrix Attachment</u>	34	
5.0 <u>PRESIDENT'S REPORT</u>		
5.1 <u>Appointments</u>		
6.0 <u>EXECUTIVE DIRECTOR'S REPORT</u>		
6.1 <u>Global Gateways Attachment</u>	Mark Pisano	41
6.2 <u>State Legislature End of Session Update Attachment</u>	Don Rhodes Mgr. Gov't Affairs	42



REGIONAL COUNCIL

AGENDA

		PAGE #	TIME
7.0	<u>ACTION ITEMS</u>		
7.1	<u>Administration Committee Report</u>		
7.1.1	<u>FY 2006-2007 Budget Priorities/ Outcomes Attachment</u>	47	
	Recommended Action: Approve		
7.2	<u>Transportation & Communication Committee (TCC) Report</u>		
7.2.1	<u>2006 RTIP Guidelines Attached Separately</u>		
	Recommended Action: Approve release of 2006 RTIP Guidelines.		
7.3	<u>Community, Economic & Housing Development Committee (CEHD) Report</u>		Hon. Deborah Robertson, Chair
7.4	<u>Energy & Environment Committee (EEC) Report</u>		Hon. Dennis Washburn, Chair
7.5	<u>Communications & Membership Subcommittee Report</u>		Hon. Glen, Becerra, Chair
7.6	<u>Tribal Government Relations Report</u>		Hon. Ron Roberts Chair
8.0	<u>FUTURE AGENDA ITEMS</u>		

Any committee member desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

9.0 **LEGAL COUNSEL REPORT**

A closed session will be held only if necessary to report significant developments or to take required actions.

RC Agenda – Oct 10, 05
DOCS# 113844 - Stewart



REGIONAL COUNCIL

AGENDA

PAGE #

TIME

9.1 Closed Session

- Writ of Mandate re: Board of Control Decision on, Statutes 1980 Ch. 1143 Claim No. 3929 Before the Commission on State Mandates (RHNA Determination Cost Reimbursement- Council of Governments). Code Section Conference with Legal Counsel pursuant to Government 54956.9 Pending Litigation (one potential case)."
- Conference with Legal Counsel – potential litigation Audit issues: San Gabriel Valley Council of Governments and Orange County Council of Governments. Significant Exposure to litigation pursuant to Section 54956.9(b) Two (2) potential cases.
- Havens v. SCAG
Havens v. Southern California Association of Governments, Los Angeles County, Case No. BC 324931
Conference with Legal Counsel re: pending litigation Pursuant to Government Code section §54956.9(a)

10.0 ANNOUNCEMENTS

The E Region (NARC) Newsletter was emailed to all members. The Los Angeles Division of the League of California Cities will hold its monthly meeting tonight. Contact Councilmember Washburn for more info.

11.0 ADJOURNMENT

The next meeting will be held at SCAG offices Thursday, November 3, 2005.

RC Agenda – Oct 10, 05
DOCS# 113844 - Stewart

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

September 1, 2005

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council of the Southern California Association of Governments held its meeting at SCAG offices downtown Los Angeles. The meeting was called to order by the President Toni Young, Councilmember, City of Port Hueneme. There was a quorum.

Members Present

Councilmember Toni Young, Port Hueneme, President	District 45
Supervisor Yvonne Burke, 1 st Vice President, Los Angeles County	
Supervisor Judy Mikels, Ventura County	
Supervisor Jeff Stone, Riverside County	
Supervisor Chris Norby, Orange County	
Mayor Ron Loveridge, Riverside	District 4
Mayor Pro Tem Ron Roberts, Temecula, Immediate Past President	District 5
Councilmember Jon Edney, El Centro	District 1
Councilmember Greg Pettis, Cathedral City	District 2
Councilmember Bonnie Flickinger, Moreno Valley	District 3
Mayor Larry McCallon, Highland	District 7
Councilmember Deborah Robertson, Rialto	District 8
Councilmember Paul Eaton, Montclair	District 9
Councilmember Alan Wapner, Ontario	District 10
Mayor Lawrence Dale, Barstow	District 11
Councilmember Richard Dixon, Lake Forest	District 13
Councilmember Tod Ridgeway, Newport Beach	District 14
Councilmember Lou Bone, Tustin	District 17
Councilmember Christine Barnes, La Palma	District 18
Councilmember Marilyn Poe, Los Alamitos	District 20
Councilmember Art Brown, Buena Park	District 21
Councilmember Gene Daniels, Paramount	District 24
Councilmember David Gafin, Downey	District 25
Councilmember Frank Gurule, Cudahy	District 27
Councilmember Judy Dunlap, Inglewood	District 28
Councilmember Rae Gabelich, Long Beach	District 29
Councilmember Tonia Reyes-Uranga, Long Beach	District 30
Councilmember Stan Carroll, La Habra Heights	District 31
Councilmember Margaret Clark, Rosemead	District 32
Councilmember Keith Hanks, Azusa	District 33
Councilmember Paul Talbot, Alhambra	District 34
Councilmember Harry Baldwin, San Gabriel	District 35

Councilmember Sid Tyler, Pasadena	District 36
Councilmember Paula Lantz, Pomona	District 38
Councilmember Paul Nowatka, Torrance	District 39
Councilmember Jim Aldinger, Manhattan Beach	District 40
Councilmember Pam O'Connor, Santa Monica	District 41
Councilmember Dennis Washburn, Calabasas	District 44
Councilmember Thomas Buckley, Lake Elsinore	District 63
Councilmember Debbie Cook, Huntington Beach	District 64

Members Not Present

Supervisor Victor Carillo, Imperial County	
Supervisor Zev Yaroslavsky, LA County	
Supervisor Gary Ovitt, 2 nd Vice President, San Bernardino County	
Councilmember Lee Ann Garcia, Grand Terrace	District 6
Councilmember Cathryn De Young, Laguna Niguel	District 12
Councilmember Richard Chavez, Anaheim	District 19
Mayor John Beaman, Brea	District 22
Councilmember Paul Bowlen, Cerritos	District 23
Councilmember Isadore Hall, Compton	District 26
Councilmember Tom Sykes, Walnut	District 37
Councilmember Glen Becerra, Simi Valley	District 46
Councilmember Carl Morehouse, San Buenaventura	District 47
Councilmember Mike Dispenza, Palmdale	District 43
Councilmember Ed Reyes, Los Angeles	District 48
Councilmember Wendy Greuel, Los Angeles	District 49
Councilmember Dennis Zine, Los Angeles	District 50
Councilmember Tom LaBonge, Los Angeles	District 51
Councilmember Jack Weiss, Los Angeles	District 52
Councilmember Tony Cardenas, Los Angeles	District 53
Councilmember Alex Padilla, Los Angeles	District 54
Councilmember Bernard Parks, Los Angeles	District 55
Councilmember Jan Perry, Los Angeles	District 56
Councilmember Martin Ludlow, Los Angeles	District 57
Councilmember Cindy Miscikowski, Los Angeles	District 58
Councilmember Greig Smith, Los Angeles	District 59
Councilmember Eric Garcetti, Los Angeles	District 60
Councilmember Antonio Villariagosa, Los Angeles	District 61
Councilmember Janice Hahn, Los Angeles	District 62
Councilmember Tim Jasper, Apple Valley	District 65
Mayor James Hahn, Los Angeles	At-Large
Councilmember Robin Lowe, Hemet	RCTC
Supervisor Lou Correa, Orange County	OCTA
Councilmember Keith Millhouse, Moorpark	VCTC

Staff Present

Mark Pisano, Executive Director
Jim Gosnell, Deputy Executive Director
Heather Copp, Chief Financial Officer
Colin Lennard, General Counsel
Karen Tachiki, Chief Counsel
Hasan Ikhata, Director, Planning & Policy
Keith Killough, Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by President Young.

2.0 INSPIRATIONAL MOMENT

Councilmember Washburn asked the RC to remember the victims of the Katrina Hurricane in the Gulf.

3.0 PUBLIC COMMENT PERIOD

There were no comments presented at this time.

4.0 CONSENT CALENDAR

The consent calendar items were MOVED (Brown), SECONDED (Washburn) and UNANIMOUSLY APPROVED.

4.1.1 Approve Minutes of July 7, 2005

4.1.2 Approve Co-Sponsorship of SCAQMD Air Awards Luncheon

4.1.3 Approve Sponsorship of Southern California Leadership Network Class Tuition, Leader of the Year Luncheon and Graduation Ceremony

4.1.4 Approve Contracts over \$250,000

- Aztec \$300,000

4.2 Receive & File

4.2.1 Purchase Orders/ Contracts between \$5,000 - \$250,000

4.2.2 SCAG Delegation Shanghai Trip Attachment

4.2.3 Monthly Financial Report

4.2.4 State & Federal Legislative Matrix

5.0 **PRESIDENT'S REPORT**

5.1 **Acceptance of SCAG's 2nd Government Finance Officers Association (GFOA) Award**

Genie Roberts, Finance Director, City of Temecula, representative of the GFOA, presented the GFOA Certificate of Achievement for Excellence in financial reporting to SCAG for FY June 30, 2004. She stated that the certificate of achievement is the highest form of recognition in the area of government accounting and financial reporting and therefore special recognition and acknowledgement should be given to the finance and accounting staff for this accomplishment.

Heather Copp, CFO, accepted the award on behalf of SCAG and the Finance Department. She thanked the finance and accounting staff as well as the entire SCAG staff.

5.2 **Special Recognition Acknowledging the Port of Long Beach for Sponsoring the 2005 SCAG Staff Retreat in the City of Long Beach**

Mark Pisano thanked Mr. Carl Kemp, Director, Public Information Division, Port of Long Beach, and the City of Long Beach for sponsoring the 2005 SCAG staff retreat held in the City of Long Beach. Mr. Pisano presented an award to Mr. Kemp as well as Commissioner Cordera acknowledging their hospitality as well as hosting a tour of the harbor.

5.3 **Discussion of October Meeting Conflict with League of Cities**

Due to a conflict with the League of California Cities' meeting, the Regional Council discussed alternative dates for the October meeting. After a discussion there was a consensus of the members present to schedule the next meeting Monday, October 10, 2005 at SCAG offices.

Staff was directed to place all future meeting conflicts earlier on the agenda to allow enough time for planning and rescheduling.

5.4 **Appointments**

Regional Council

Hon. Todd Campbell, Burbank, District 42

Regional Council Members to Policy Committees

To CEHD: Hon. Christine Barnes, La Palma
Hon. Larry McCallon, Highland
To EEC: Hon. Todd Campbell, Burbank
Hon. Paul Eaton, Montclair

Subregional Representatives to Policy Committees

Representing CVAG:

To CEHD Hon. Melanie Fesmire, Indio

Tribal Government Relations Task Force

Hon. Margaret Clark, Rosemead

Hon. Robin Lowe, Hemet & RCTC

Hon. Alan Wapner, Ontario

5.5 **Announcements**

President Young stated that Caltrans asked that audits of the subregions be conducted by SCAG to make sure that funds awarded to the subregions were not used for eligible activities.

She stated that SCAG books are closed July 31st of each year. All travel and reimbursements should be submitted prior to this time. In addition President Young requested that a policy book be put together that outline specific policies and procedures for Regional Council members.

She announced that SCAG will have visitors from Korea on November 16, 2005. The purpose of their visit is to look at planning and growth of the region.

6.0 **EXECUTIVE DIRECTOR'S REPORT**

Mark Pisano stated that SCAG staff attended the second annual Staff Retreat "Goods Vibrations" at the Hyatt in Long Beach. President Young and Mayor Beverly O'Neill opened the day. The theme for the day was Goods Movement – Leadership for Southern California. The Port of Long Beach and the city of Long Beach sponsored an excellent tour of the harbor which was very educational. During the retreat seven staff members were awarded the Peer Recognition Award, which is an approved program by the Regional Council to recognize and reward the efforts of fellow staff members.

He reported on the status of the Blueprint Planning Grants Program. The governor's budget has allocated \$5million for regional scenario planning, called Blueprint Planning, for state MPOs. Staff attended a grant workshop help by Caltrans on August 2nd in Sacramento. As an MPO, SCAG can submit an application for funds to assist in ongoing planning efforts. Applications must demonstrate a commitment to public engagement, a local match of at least 20%, and focus on the housing/transportation/land use connection.

Dick Steinke, Executive Director, Port of Long Beach, wanted to know more information on the Port and Modal Elasticity Study and the related work done by SCAG. It was reported that he was briefed on August 22nd by Hasan Ikhrata and Mark Pisano.

Mr. Pisano also reported on the third Executive Stakeholder Roundtable held on August 24, 2005 at the SANBAG offices. The program featured presentations on two major pieces of work: the Port and Modal Elasticity Study, completed by Rob Leachman, Professor at UC Berkeley and the Value Matrix analysis done by SCAG staff.

The elasticity model predicts that if transportation congestion through the SCAG region is improved, little trade would be diverted to other ports even if a fee as high as \$190-200 per forty-foot equivalent container were used as a funding source for the congestion relief.

7.0 ACTION ITEMS

7.1 Executive Committee Report

7.1.1 Contracts/P.O. over \$250,000

The Regional Council had previously directed the Executive Committee (EC) to meet in August, if necessary, to discuss and act upon items requiring approval. The Executive Committee met on August 4, 2005 and approved the following contracts: 1) System Metrics; and 2) Fregonese Calthorpe & Associates.

It was MOVED, SECONDED and UNANIMOUSLY APPROVED to ratify EC's action approving the contracts.

7.2 Administration Committee Report

7.2.1 FY 2006-07 Comprehensive Budget Development Schedule

It was MOVED (Tyler), SECONDED (Dixon) and UNANIMOUSLY APPROVED.

7.2.2 Resolution 05-466-1 to Accept FTA 5313B Transit Planning Funds for a Sun Village Transportation Study

It was MOVED (Tyler), SECONDED (Bone) and UNANIMOUSLY APPROVED to waive reading and approve Resolution 05-466-1 accepting FTA 5313 Transit Planning Funds for a Sun Village Transportation Study.

7.2.3 Resolution 05-466-2 Securing Our Share - Blueprint Planning Grant Funds

7.2.4 It was MOVED (Tyler), SECONDED (Aldinger) and UNANIMOUSLY APPROVED to waive reading and approve Resolution 05-466-2 Securing Our Share - Blueprint Planning Grant Funds.

7.2.5 Sponsorship for the Southern California Housing Summit (HUD)

It was MOVED (Tyler), SECONDED (Washburn) and UNANIMOUSLY APPROVED to provide \$5,000 sponsorship for the Southern California Housing Summit (HUD).

7.2.6 FY 2004/2005 Membership Dues for the Coalition for America's Gateways and Trade Corridors

It was MOVED (Tyler), SECONDED (Brown) and UNANIMOUSLY APPROVED to authorize payment of \$5,000 FY 04/05 and \$5,000 for FY 05/06 Membership dues for the Coalition for America's Gateways and Trade Corridors.

7.2.7 Co-Sponsorship of 2006 National Engineers Future City Competition

It was MOVED (Tyler), SECONDED (Aldinger) and UNANIMOUSLY APPROVED to co-sponsor \$2,500 for the 2006 National Engineers Future City Competition.

7.2.8 Rose Institute Conference September 23 – 24, 2005

This issue rose after the posting of agenda. It was MOVED (Brown), SECONDED (Baldwin) and UNANIMOUSLY APPROVED to place the item on the agenda for action.

The Rose Institute for Civic Engagement will be holding a training workshop for legislators and community leaders in which SCAG was invited participate. The Administration Committee recommended approval of registration for three RC members.

It was MOVED (Tyler), SECONDED (Brown) and UNANIMOUSLY APPROVED.

7.3 Transportation & Communication Committee (TCC) Report

7.3.1 SAFETEA-LU Surface Transportation Bill Update

Councilmember Baldwin stated that the goods movement discussion was previously reflected in the Executive Director's report.

It was MOVED (Baldwin), SECONDED (Aldinger) and UNANIMOUSLY APPROVED to receive & file the report.

7.4 Community, Economic & Housing Development Committee Report (CEHD)

7.4.1 RHNA Schedule

Councilmember Nowatka stated that the CEHD recommended that the schedule be received & filed. Councilmember Robertson, Chair, requested that the RHNA schedule be brought at the next meeting of the CEHD for further discussion.

It was MOVED (Nowatka), SECONDED (Tyler) and UNANIMOUSLY APPROVED to receive & file.

7.5 Energy & Environment Committee

7.5.1 ACA 13 Attachment

This bill would exempt the fees and charges associated with local stormwater & flood management programs from voter approval requirement as defined by Prop 218.

Councilmember Washburn, stated that EEC recommended support of ACA 13 being placed on the earliest statewide ballot for voter ratification.

It was MOVED (Washburn), SECONDED (Tyler), with one OPPOSITION (Brown) and APPROVED.

Councilmember Washburn reported that the EEC recommended that staff present an operational format for starting an Ad-hoc Energy Working Group to address energy issues.

7.6 **Communications & Membership Subcommittee Report**

The Subcommittee reviewed items in the Executive Director's Performance Agreement covered by the Subcommittee's jurisdiction and gave staff specific direction dealing with a forum for business partnership and orientation of new members.

In addition the subcommittee discussed how to go about creating a forum for a business partnership. This forum will provide an opportunity for business groups active with SCAG to become more involved. For now, this group is being called the "Business Friends of SCAG" or **BFOS**. RC members having ideas about how such a group should function or be structured, should talk with any member of the Subcommittee or Don Rhodes. Staff will come back to the subcommittee with suggestions for membership, structure, and activities for the business partners.

The subcommittee also discussed ways to improve orientation for new RC members. This includes training, orientations, briefings, and workshops. Staff report back with suggestions related to orienting new RC and policy committee members, including ideas for mentoring and meeting members in their subregions.

SCAG's recently updated Communication Strategy document is currently being converted into a more reader-friendly format. The formal strategy statement will be retained and the new publication will be available for general distribution in the near future.

Additional activities to commemorate SCAG's 40th Anniversary are underway or being planned, including: Presentation of Member Appreciation Plaques to each member jurisdiction; Participation at the OCCOG General Assembly last week; Participating at the CVAG Board meeting on September 26th, at the SW Compact event in El Centro on September 29th, at the WRCOG Board meeting in October and with SANBAG at the League of Cities Inland Empire Division meeting in November; and a staff and alumni celebration in October or November.

8.0 **FUTURE AGENDA ITEMS**

No future items presented at this time.

9.0 LEGAL COUNSEL REPORT

A closed session will be held only if necessary to report significant developments or to take required actions.

9.1 Closed Session – Time Specific 1:30 p.m.

- Writ of Mandate re: Board of Control Decision on, Statutes 1980 Ch. 1143 Claim No. 3929 Before the Commission on State Mandates (RHNA Determination Cost Reimbursement- Council of Governments). Code Section Conference with Legal Counsel pursuant to Government 54956.9 Pending Litigation (one potential case)."
- Conference with Legal Counsel – potential litigation Audit issues: San Gabriel Valley Council of Governments and Orange County Council of Governments. Significant Exposure to litigation pursuant to Section 54956.9(b) Two (2) potential cases.

A report was given but no action taken.

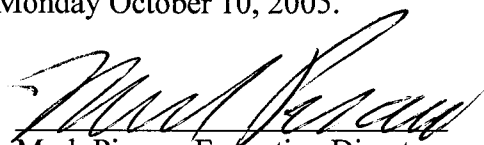
- Havens v. SCAG
Havens v. Southern California Association of Governments, Los Angeles County, Case No. BC 324931
Conference with Legal Counsel re: pending litigation
Pursuant to Government Code section §54956.9(a)

10.0 ANNOUNCEMENTS

President Young announced that a SCAG/SANDAG meeting would be held on September 8, 2005. In addition she stated that there is a slot for a RC member who is interested in attending the Southern California Leadership Network.

11.0 ADJOURNMENT

The next meeting will be held at SCAG offices on Monday October 10, 2005.


Mark Pisano, Executive Director

REPORT

DATE: October 10, 2005

TO: Administration Committee
Regional Council

FROM: Heather Copp, CFO (213) 236-1804
Email: copp@scag.ca.gov *HC*

SUBJECT: Approval of Contracts Over \$250,000

EXECUTIVE DIRECTOR'S APPROVAL

Mark Roman

RECOMMENDED ACTION:

Approve Contracts

SUMMARY:

- The Tioga Group \$399,028
Inland Port Feasibility Study
Funding Source: Consolidated Planning Grant (FHWA &FTA)

FISCAL IMPACT:

The Work Element is listed on the detail page for each contract. Included is the Work Element and category of funding, for example FHWA, FTA, indirect.

If a member believes or has a reason to believe that he or she has a financial interest in any of the firms listed on this Report, the member should consult with SCAG legal counsel.

CONSULTANT CONTRACT
INLAND PORT FEASIBILITY STUDY

Consultant: The Tioga Group

Scope: Goods arrive in and leave the SCAG region by a variety of modes, including ocean vessel, truck, rail, and air. Given the expected growth in goods movement in the region, there is a need to enhance the productivity of all modes of goods movement. In particular, it is important to better coordinate the various publicly and privately operated elements of the goods movement system.

One way to do this, and to alleviate some of the operational pressure on the Ports of Los Angeles and Long Beach, is to explore the concept of an Inland Port. The 2004 Regional Transportation Plan identified this concept as an area for further study. An Inland Port might provide a variety of goods movement services, including but not limited to off-dock or temporary storage of loaded and empty containers; intermodal operations; terminus for short-haul rail; air cargo hub; truck depot, and the like.

Several possible Inland Port concepts have been brought forward by developers and local governments in the SCAG region. The purpose of this Inland Port Feasibility Study is to identify all the current proposals and evaluate their potential strengths, weaknesses, costs, and benefits for both the local area and the regional system. In addition, the study should identify any other potential inland port concepts that might offer value to the region but have not yet been proposed. The study will involve outreach to both the business community (to gauge the market for various inland port proposals) and to local governments and community stakeholders (to identify community concerns that could affect the prospects of a given proposal). The final report will help guide the development of project lists for the next Regional Transportation Plan and the regional prioritization of goods movement infrastructure projects.

Contract Amount:	Total not to exceed	\$399,028
	The Tioga Group (prime)	\$230,250
	Railroad Industries, Inc. (subcontractor)	\$ 83,860
	Meyer, Mohaddes Associates/Iteris (subcontractor)	\$84,918

(project will extend through two fiscal years)

Contract Period: November 1, 2005 through June 30, 2007

Work Element: 06-130.SCGC1 \$200,000 Funding Sources: Consolidated Planning Grant – FHWA & FTA

Request for Proposal: SCAG staff mailed postcards to 221 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 06-023. The RFP was also posted on SCAG's website. The following six proposals were received in response to the solicitation:

Cambridge Systematics (4 subcontractors)	\$399,999
Don Breazeale & Assoc. (1 subcontractor)	\$399,854
Jack Faucett Associates (2 subcontractors)	\$400,000
STV Incorporated (7 subcontractors)	\$399,859
The Tioga Group (3 subcontractors)	\$399,028
Wilbur Smith Associates (4 subcontractors)	\$397,526

Selection Process: The Proposal Review Committee (PRC) evaluated all six proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with four offerors.

The PRC was comprised of the following individuals:

Stephanie Wiggins, Rail Department Manager, RCTC
Diane Morales, Sr. Transportation Planner, Caltrans Dist. 8
Philbert Wong, Associate Planner, SCAG
Nancy Pfeffer, Sr. Regional Planner, SCAG

Basis for Selection: The PRC recommends The Tioga Group for award of the Inland Port Feasibility Study contract. The Tioga Group has completed a northern California inland port feasibility study of precisely the nature contemplated for the work under SCAG's inland port RFP. Moreover, this work is of very high quality, supported by thorough analysis and graphics and demonstrating a detailed awareness of both the goods movement industry and the social, environmental, and political context in which it must operate.

Furthermore, the Tioga team offers a set of analytical tools to do the work that are proven and that (through subcontractor Railroad Industries) represent the very methodologies used in the railroad business. Through its proposal and interview, the Tioga team demonstrated a complete understanding of the project and the geography of the region, which is critical to the success and objectivity of the analysis. The PRC felt that Tioga's work would provide a defensible and useful product for the Regional Council as well as for the staff and boards of all our planning partners.

It must be said that this decision was a difficult one for the PRC

because the top three firms were all excellent, and following the interviews were rated within two points of each other. The particular strength of the Tioga team was the recently-completed study from Northern California. While another strong bidder (Cambridge Systematics) was a member of the team on the Northern California study, Tioga was the prime, and with their team in this bid, we can get two of the three contributors to the prior study (Tioga and Railroad Industries). It was clear from Tioga's written proposal and their work on the prior study that they will provide high-quality, defensible analysis for SCAG to aid in our planning for this critical area.

REPORT

DATE: October 6, 2005

TO: Administrative Committee and Regional Council members

FROM: Sarah Adams (x818)

SUBJECT: California Association of Councils of Governments (CALCOG) membership dues

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize payment of CALCOG annual membership dues for Fiscal Year 2005-2006.

SUMMARY:

The California Association of Councils of Governments (CALCOG) was established in 1977, and represents 30 California regional government planning agencies. The functions of the Association include:

- 1) Providing advocacy and liaison in the State Capitol and with administrative agencies.
- 2) Reviewing or proposing statewide legislation, plans, and policies, on subjects agreed upon by members.
- 3) Coordinating policy development and legislative effort, when appropriate, with the league of California Cities, the California State Association of Counties, the National Association of Regional Councils and the Association of Metropolitan Planning Organizations.
- 4) Promoting more effective planning at the regional level.
- 5) Conducting statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues, and to learn from recognized experts in various fields.
- 6) Providing an informational clearinghouse on issues of concern to the regions and the state.

CALCOG has been instrumental in conveying information related to the recently passed SAFETEA-LU bill and is a critical component of the state consensus group, which is actively involved in the rulemaking process for California.

BACKGROUND:

SCAG has been a member of CALCOG for many years and has had several past presidents on the board of CALCOG, including, most recently Hon. Judy Mikels (1998-1999).

FISCAL IMPACT:

CALCOG dues are paid partially from the General Fund and partially from the Government Affairs budget. The portion being expensed from the General Fund totals \$7,283 and was budgeted under the previously passed FY2005-2006 General Fund Budget.

REPORT

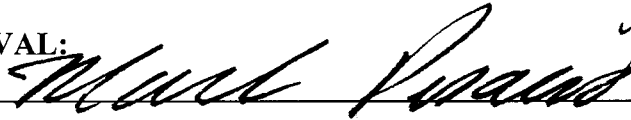
DATE: October 10, 2005

TO: Administrative Committee
Regional Council

FROM: Sarah Adams (x818)

SUBJECT: National Association of Regional Council (NARC) membership dues

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize payment of membership dues to the National Association of Regional Councils for Fiscal Year 2005/2006.

SUMMARY:

The National Association of Regional Councils is a nonprofit membership organization serving the interests of regional councils and metropolitan planning organizations nationwide.

The National Association of Regional Councils (NARC) is the preeminent alliance for fostering regional cooperation and building regional communities. They advocate for regional approaches with federal and state governments; provide training and technical assistance on the latest regional developments; and conduct research on timely regional topics.

NARC hosts several conferences throughout the year to update members and staff on current events and issues among regional councils. These conferences include an annual policy conference in Washington, DC and an annual conference for members held at various locations throughout the country, the most recent conference was held in June in Monterey, California. These conferences are vital to SCAG in receiving information from other councils about critical events and priorities and most often SCAG is invited to speak on various topics from goods movement to regional partnerships.

BACKGROUND:

For more than three decades, NARC has represented multi-purpose regional councils of government that assist community leaders and citizens in developing common strategies for addressing cross-cutting transportation, economic development, air and water quality, social equity, growth, and other challenges.

SCAG is considered a founding member of NARC and has been a member for several decades.

FISCAL IMPACT:

Total membership dues for Fiscal Year 2005-2006 is \$25,000. Of the \$25,000, \$20,200 is funded from the Government Affairs Indirect Budget (06-820, Memberships) and \$4,800 is from the General Fund Budget (06-800, Memberships). Please see attached.

IC Expenditures by IC Work Element

WBS GL #	Description	Details	FY 2005/06 Department Requests
06-810	Government Affairs		
54300	SCAG Consultant	Public Communications Consultant	250,000
55460	Small Office Purchases	Small Office Purchases	50,000
55600	SCAG Memberships	CALCOG	27,800
		CALCOG Additional Membership	2,833
		NARG(IC Portion only 80%)	19,200
		NARG Dues	20,200
		Miscellaneous memberships	2,167
		Miscellaneous memberships	1,167
		ASPA	156
		Town Hall of Los Angeles	80
		Nat'l Academy of Public Admin	300
		Intermodal Assoc.	106
		Calif. Trucking Assoc.	200
		Calif. Soc. Of Municipal	100
		Total	52,942

FY 2005/06 General Fund Expenses

WBS GL #	Description	Details	FY 2005/06 Department Requests
55600	SCAG Memberships	CALCOG membership & lobbying	7,283
		Intermodal Association & lobbying	20
		California Trucking Association & lobbying	30
		NARC Lobbying portion (20%)	4,800
		Coalition for America's Gateway and Trade Corridors	10,000
		US/Mex Border Counties Coalition	1,000
		Total	23,133



National Assoc. of Reg. Councils
1666 Connecticut Ave, NW Suite 300
Washington, DC 20009-1039
202.986.1032 fax 202.986.1038

Invoice No. 1997-1589

INVOICE

Customer

Name SCAG
ATTN: Mr. Mark Pisano, Executive Director
Address: 818 W. 7th Street, 12th Floor

City Los Angeles State CA ZIP 90017
Phone

Date May 5th, 2005

Order No.
Rep
FOB

Qty	Description	Unit Price	TOTAL
1	NARC Dues - Fiscal Year July 1, 2005 - June 30, 2006	\$12,500.00	\$12,500.00
1	Transportation Supplement	\$12,500.00	\$12,500.00

Payment Details

- ☐ Cash
☐ Check
☐ Credit Card

Name

CC #

Expires

SubTotal	\$25,000.00
Shipping & Handling	
Taxes	
State	
TOTAL	\$25,000.00

Office Use Only

Payment due upon receipt.

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NARC

Building Regional Communities

MAIL RECEIVED

MAY - 9 2005

SOU

May 5, 2005

Mark Pisano, Executive Director
SCAG
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. *Mark* Pisano:

First let me begin by saying how much NARC appreciates your support and participation. Your membership strengthens our advocacy efforts as we work to make regions the dominant and preferred socio-economic engines of our country.

The purpose of this letter is to transmit an invoice for your NARC dues for the period of July 1, 2005 – June 30, 2006 so that you can include NARC membership in your budget.

NARC's priority is to advocate for regional councils and metropolitan planning organizations throughout the country. A copy of NARC's Legislative Priorities for 2005 is attached along with your invoice for NARC dues. As you can appreciate, it is now more important than ever for regional councils and metropolitan planning organizations (MPOs) to make our interests known in our Nation's Capitol! NARC is committed to representing, promoting and responding to your needs and interests and we are making great strides to better communicate and more actively involve executive directors and local elected officials in providing input on how NARC can improve services to its members.

I thank you again for your continued interest and support of NARC. I look forward to your active participation in NARC.

Please feel free to contact me if you have any questions. I can be reached at 202-986-1032 or by e-mail at rsoko@narc.org. NARC staff is ready to assist and advocate for you. I sincerely want NARC members to feel that their membership in NARC is an investment in the future of regionalism.

Sincerely,

Bob
Robert Sokolowski
Executive Director

Attachments

*Mark - Thank you for your continued
financial support of NARC.
Thank you for SCAG's support of
NARC's Transportation Program*
Bob

NATIONAL ASSOCIATION OF REGIONAL COUNCILS


1666 Connecticut Ave., N.W., Suite 300, Washington, DC 20009 / phone 202.986.1032 / fax 202.986.1038 / www.narc.org

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REPORT

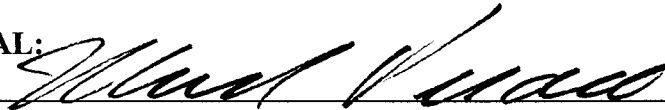
DATE: October 10, 2005

TO: Administrative Committee
Regional Council

FROM: Heather Copp, (213) 236-1804, copp@scag.ca.gov 

SUBJECT: Reimbursement for Regional Council Travel in FY 04/05

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve payment of Regional Council travel costs incurred in FY 04/05. Staff will ensure that adequate notice is given in FY 05/06, so that Regional Council members can have travel/ stipend reimbursement requests in prior to the July 31, 2006 deadline.

SUMMARY:

Two travel reimbursement costs were received in late August and September for travel that occurred in FY 04/05. Even though the deadline for reimbursement for FY 04/05 has past, staff is recommending approval of these two requests, because adequate notification was not given to Board members regarding the Fiscal year deadline for processing payments.

BACKGROUND:

SCAG closed its books on August 15, 2005 for FY 04/05. All requests for reimbursement were due by July 31, 2005 in order to be paid and reflected on SCAG's FY 04/05 Financial Statements. It has been SCAG's policy that no payment will be made to staff or vendors if reimbursement requests are not received by the due date of July 31, 2005. This policy is in effect so that the expenditures can be "matched" to the Fiscal Year in which they were incurred. In order to ensure compliance, several notices are sent to our vendors and announcements are made to our staff. In the case of the Regional Council members, one notice was sent in April, but no further reminder notices were sent.

FISCAL IMPACT:



Current reimbursement requests total approximately \$1,500. Funds are available in the General Fund, but payment will reduce amount of travel funds available in FY 05/06 by \$1,500.

REPORT

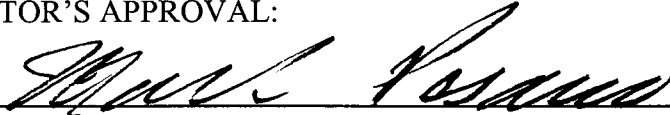
DATE: October 6, 2005

TO: Administration Committee
Regional Council

FROM: Heather Copp, CFO copp@scag.ca.gov (213) 236-1804

SUBJECT: Request to modify policies related to reimbursement of Sub-Regions for Indirect Costs

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Approve revised Policy

BACKGROUND: In March of 2001 the Regional Council approved a policy of allowing sub-regional organizations to be reimbursed for indirect costs with 10 conditions (see attached).

Four of those conditions were related to the requirement that sub-regions advance cash match to SCAG. The essence of this concept was that sub-regions would advance cash match to SCAG at the beginning of the fiscal year and SCAG would remit the cash match back to the sub-regions as sub-regions submitted invoices. **Under this program, all cash match is ultimately returned to the sub-regions.**

The administration of this program requires the finance division to annually create unique funds for each sub-region and year and maintain and report on each fund in the monthly general ledger and annual report. Additionally, if a sub-region wishes to opt in or out of the cash match program during the year, an OWP amendment is required.

Staff is requesting that these requirements be eliminated effective July 1, 2006. This will allow the FY 06/07 OWP to incorporate the change. Staff recommends a simplified Sub-Regional Indirect Cost reimbursement policy with only three conditions:

1. The sub-regional agency has an Indirect Cost Allocation plan approved for the subject fiscal year by Caltrans or the sub-regional agency's cognizant agency.
2. Prior to seeking reimbursement for incurred indirect costs, the sub-regional agency must forward to SCAG a copy of their approved Indirect Cost Allocation plan (ICAP).
3. Sub-Regions can only be reimbursed for indirect overhead in a given fiscal year if an approved ICAP is submitted to SCAG no later than 30 days after the end of the subject fiscal year.

FISCAL IMPACT: None.

PC Docs 106694

Original 10 conditions of Sub-regional indirect cost reimbursement policy adopted by Regional Council in March, 2001

1. Eligible agencies are agencies that:
 - a. Have public employees, and
 - b. Have approved cost allocation plans.
2. Participation is voluntary among eligible agencies.
3. A participating subregion shall provide SCAG with a copy of its indirect cost plan.
4. A participating subregion's indirect cost will be the product of its indirect cost rate applied to the direct labor cost. The total cost shall be the sum of indirect and direct expenditures, in an amount not to exceed a mutually agreed upon figure.
5. Subregions wishing to be reimbursed for indirect costs are to pay the local match of 11.47 percent or as may be subsequently prescribed by federal grant regulations, notices, and circulars as a cash advance to SCAG.
6. The local cash match/cash advance shall be remitted within forty-five days of the execution of the grant agreement or amendment. The subregional grant agreement or amendment shall be the legal instrument governing both the subregional allocation and transfer of the subregional cash match.
7. Subregional indirect costs will be reimbursed by SCAG at the same ratio as the subregion's cash match advance is to the total required match. No indirect costs shall be reimbursed if no local cash match is paid pursuant to the provisions of this policy.
8. SCAG is to remit to each subregion the amount of the contractually agreed upon federal awards subcontracted to the subregion in addition to any local cash match received. If a surplus of local cash match exists at the end of any fiscal year, it will be applied to the subsequent year's match requirement. SCAG's annual audit will report on the disposition of cash match received from the subregions.
9. Subregional invoices for work performed shall include the total costs of the work effort including the portion to be reimbursed by SCAG and other costs incurred by subregions and paid from subregional fund sources.
10. This policy is to be retroactive to July 1, 2000.



REPORT

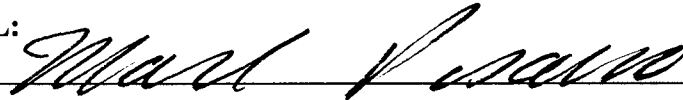
DATE: October 10, 2005

TO: Administration Committee
Regional Council

FROM: Sylvia Patsaouras, Manager, Environmental Planning Division, (213) 236-1806,
patsaour@scag.ca.gov

SUBJECT: Sponsor CALSTART's second annual "2020: California's Transportation Energy Future" Conference

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve a \$2,000 sponsorship of CALSTART's second annual "2020: California's Transportation Energy Future" conference that will take place on December 1, 2005 at the Los Angeles Convention Center in downtown Los Angeles.

SUMMARY:

CALSTART is anticipating over 350 policy makers, industry representatives, academics, and others to present the need, technologies, and methods for reducing California's petroleum consumption and increasing its use of alternative fuels while driving economic growth. Already confirmed to speak is former CIA director James Woolsey, who will discuss the economic and political dangers of relying on the Middle East for oil as well as policies and strategies that California should pursue regarding transportation energy and energy security. CALSTART will use the occasion to present its "Blue Sky" Awards during a luncheon. These awards recognize outstanding efforts to address state, national, and international clean air goals.

With a \$2,000 Bronze sponsorship, SCAG will receive the following benefits:

1. Recognition on
 - a. The conference program
 - b. The www.California2020.com website
 - c. Conference signage
2. Verbal recognition that associates SCAG with the day's event
3. One complimentary conference registration

FISCAL IMPACT:

The \$2,000 sponsorship is available under work element 06-800.SCGS9, RC Sponsorship #58800 and is in the 2005-06 approved budget.

MEMO

DATE: October 10, 2005

TO: Administration Committee
Regional Council

FROM: Heather Copp, CFO (213) 236-1804
Email: copp@scag.ca.gov *HC*

SUBJECT: Purchase Orders and Contracts Between \$5,000 - \$250,000

SUMMARY:

SCAG executed the following Contracts between \$5,000 and \$250,000

- Solimar Research Group, Inc. \$ 69,303
Los Angeles County Urban Infill Estimation Project
Funding Source: FTA
- IBI Group \$165,538
Santa Paula Branch Line Study
Funding Source: 5313(b) Federal FTA Funds

CONSULTANT CONTRACT

Consultant: Solimar Research Group

Scope: The Infill Estimation Project is a joint initiative of the Southern California Association of Governments (SCAG) and the Los Angeles County Department of Regional Planning. The objective is to develop parcel-specific GIS maps that analyze the likely results and potential success of different infill strategies that may be adopted in any of 40 planning areas and six Community Plan Areas that fall within the SCAG Compass 2% Growth Visioning Strategy areas and transit corridors. The goal is to promote infill development by identifying potential sites serviced by existing urban infrastructure, including transit-oriented development opportunities, and assist policy makers in making effective decisions about infill development by testing the impacts of different strategies. A report will be prepared that includes a description of the methodology used, a discussion of the strategies applied to specific geographic areas to develop the infill estimates and recommendations on sites most suitable for infill development. The data and analysis is also intended to produce information that can be used in updating the County land inventory for addressing Regional Housing Needs planning goals and other housing element update requirements, and refine the geography of Compass 2% Strategy areas for future development monitoring.

Contract Amount:	Total not to exceed	\$69,303
	Solimar Research Group (prime)	\$59,438
	Epic Land Solutions (subcontractor)	\$9,865

Contract Period: September 6, 2005 through June 30, 2006

Work Element:	06-065.LACC1	\$69,303	Funding Sources: Consolidated Planning Grant – FTA
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Request for Proposal: SCAG staff mailed postcards to 120 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 06-021. The RFP was also posted on the Urban Transportation Monitor's website, the American Planning Association website, and SCAG's website. The following proposal was received in response to the solicitation:

Solimar Research Group (1 subcontractor)	\$69,303
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Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. An Interview was held with the single offeror.

The PRC was comprised of the following individuals:

Joseph Carreras, Lead Planner and Project Manager, SCAG
David Sosa, Chief, Regional Planning Branch, Caltrans, District 7
Julie Moore, Supervising Regional Planner, Los Angeles County
Regional Planning

Basis for Selection:

The PRC committee recommends Solimar Research Group for the contract award because of the firm's unique qualifications to fulfill the requirements of the project. Solimar Research has experience in using and applying the Infill Estimation Methodology, which is a specific way of using GIS and spreadsheet software to identify infill sites, screen for particular variables and forecast impact and effectiveness of infill policies. Solimar Research Group, under a Caltrans environmental justice grant entitled California Infill Estimation Methodology Project dated June 30, 2004 developed the specific Infill Estimation Tool referred to in the RFP. The average Proposal Evaluation score was 97 and the average Interview Evaluation score was an average of 99.

CONSULTANT CONTRACT

Consultant: IBI Group

Scope:

In order to preserve the quality of life in Ventura County and ensure future mobility of passengers and freight, this study will provide information for a coordinated and phased approach to the implementation and integration of passenger and freight service on the Santa Paula Branch Line with connections to points beyond such as the Port of Hueneme and the Antelope Valley.

This project will have the early involvement of all partners in this effort so major issues may be identified at the very beginning of the project. Participants will include, but not be limited to, VCTC (who will function as the lead agency); LACMTA; the Southern California Association of Governments (SCAG); Caltrans Division of Rail; the County of Ventura and the cities of Camarillo, Fillmore, Moorpark, Oxnard, Port Hueneme, San Buenaventura, Santa Paula and the community of Piru; the County of Los Angeles and the City of Santa Clarita; Newhall Ranch; Metrolink; Union Pacific Railroad; the Fillmore and Western Railway Company; the Ventura County Railway/Rail America Corporation; and, the Port of Hueneme.

Specifically, this project has been undertaken:

- (1) To complete the rail connection and reestablish passenger rail service along the Santa Paula Branch Line between the City of San Buenaventura and the City of Santa Clarita to provide relief to increasing congestion on State Route 126. This linkage would provide important commuter and passenger rail to rail links with both the Metrolink Regional Commuter System and the Amtrak Pacific Surfliner and Coast Starlight Services. An added bonus would be the ability for day trips between the two Counties for a variety of non-commute, recreational activities, further reducing travel demand on State Route 126.
- (2) To complete a rail connection that would also facilitate future rail freight. There are already a number of businesses along the corridor that require and receive shipments of heavy raw materials for manufacturing purposes. Continued and/or expanded freight service would serve these existing businesses, keeping jobs in the area, and would likely attract other businesses requiring the shipping resources of a rail facility. These types of manufacturing jobs are especially important to the employment poor areas along portions of this corridor. The completion of this study will secure the rail link to provide freight access to the Port of Hueneme via the Union Pacific

main line and Ventura County Railway/Rail America tracks.

(3) To allow all partners utilizing the line to be involved in the development of a coordinated implementation plan for the completion of the Santa Paula Branch Line with costs, both capital and operational, identified as well as the potential revenues from passenger and freight service.

(4) To develop the institutional framework and draft agreements necessary to operate and maintain the passenger/freight system and related services. This project stretches across two counties, involves two County Transportation Commissions, and number of cities. It is located within the Metrolink, Amtrak, the Ventura County Railway/Rail America and Union Pacific operating areas. How these services, and any new operations planned, are to be coordinated, funded and managed are all institutional issues that will be analyzed in this project.

CONSULTANT TASKS:

- Task 1 DATA COLLECTION
- Task 2 DEVELOP ALTERNATIVES and FORECASTS
- Task 3 DEVELOP COST AND REVENUE ESTIMATES
- Task 4 DRAFT REPORT WITH RECOMMENDATIONS
- Task 5 FINAL REPORT TO ADVISORY COMMITTEE

Contract Amount:	Total not to exceed	\$165,538.02
	IBI Group (prime)	\$88,138
	JL Patterson & Ass. (subcontractor)	\$32,000
	Sharon Greene & Ass. (subcontractor)	\$16,600
	George Fetty & Ass. (subcontractor)	\$26,800

Contract Period: October 1, 2005 through June 30, 2006

Work Element: 05-185.SCGC1.2 \$188,260 Funding Sources: \$166,667
(5313(b))
Inkind Match \$21,593

Request for Proposal: SCAG staff mailed postcards to 255 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 06-016.C1. The RFP was also posted on SCAG's website. The following five proposals were received in response to the solicitation:

IBI Group (3 subcontractors)	\$165,538
Railroad Industries Inc. (1 subcontractor)	\$159,027
STV Incorporated (3 subcontractors)	\$166,152
Systra Consulting Inc. (3 subcontractors)	\$166,601
Wilbur Smith Ass. (2 subcontractors)	\$166,355

Selection Process:

The Proposal Review Committee (PRC) evaluated all five proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all five offerors.

The PRC was comprised of the following individuals:

Patrick Merrill, HQ Rail, Caltrans
 Ginger Gherardi, Executive Director, VCTC
 Mary Travis, Rail Program Manager, VCTC
 Kerry Forsythe, Deputy Executive Director, VCTC
 Bob Huddy, Senior Transportation Planner, Transit, SCAG

Basis for Selection:

The PRC committee recommends IBI Group for the contract award because of the firm's strong background and understanding to fulfill the requirements of the project. IBI Group and its team are willing and able to meet the highly demanding requirements of this project within a very limited budget. They are committed to performing and documenting the required rail corridor study work by June 30, 2005.

IBI group and members of its team have undertaken rail work for SCAG in the past and is very knowledgeable about key rail and ports issues facing the region.

MEMO

DATE: September 15, 2005
TO: Administration Committee and Regional Council
FROM: Heather Copp, Chief Financial Officer
(213) 236-1804, copp@scag.ca.gov
RE: Monthly Report for August 2005

Information Only

Background: This report contains budget and expenditure data as of August 31, 2005.

Budget and Expenses: The SCAG Agency-Wide and General Fund financial reports are attached. This financial data is directly exported from the SAP system. The Agencywide report is all inclusive of the OWP, General Fund, Indirect Cost and Fringe Benefits. We have categorized the accounts in the Agency-Wide report to give you a 'Big Picture'. These categories are summarized below and detailed on the following pages.

Percent of year: 17%

Category	Budget	YTD Expends	Balance	Percent Spent
Staff	9,532,139	1,117,332	8,414,806	12%
Consultant	12,266,918	71,671	12,195,247	1%
Sub Regions	1,952,087	-	1,952,087	0%
Direct Costs	4,560,304	632,467	3,927,837	14%
Fringe Benefits	3,717,103	744,301	2,972,802	20%
Other	3,761,884	0	3,761,884	0%
Total	35,790,435	2,565,771	33,224,663	7%

August Highlights

- Prepared and sent the final FY 05 SCAG requisition to Caltrans.
- Prepared the FY 05 Report of Expenditures and sent it to Caltrans by the August 31 due date.
- Started new year with \$2.7 million cash working capital versus \$4.6 million at the end of August.
- SCAG's improved cash flows resulted in not having to borrow from the Bank Line of Credit since August 2004.

Doc 113947



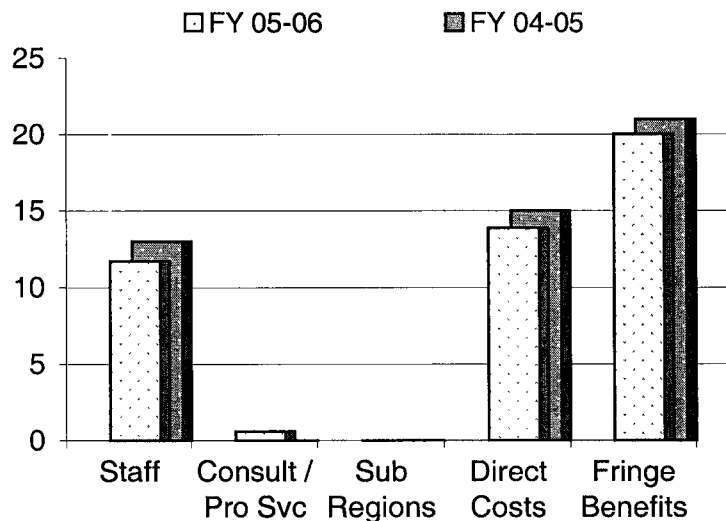
**Budget v. Actual and Encumbrances
Through August - 17% of Year**

	Budget	Yr to Date Expenditures Thru Aug	Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
Staff								
Salaries	9,293,745	1,091,130	8,202,614	12%	-	1,091,130	8,202,614	12%
Temporary Help	238,394	26,202	212,192	11%	205,748	231,950	6,444	97%
	9,532,139	1,117,332	8,414,806	12%	205,748	1,323,080	8,209,058	14%
Consultant / Professional Services								
SCAG Consultant	11,818,938	71,671	11,747,267	1%	5,909,654	5,981,325	5,837,613	51%
Legal Services	435,000	0	435,000	0%	75,000	75,000	360,000	17%
Professional Services	12,980	0	12,980	0%	-	0	12,980	0%
	12,266,918	71,671	12,195,247	1%	5,984,654	6,056,325	6,210,593	49%
Sub Regions								
Subregional Consultant	820,464	0	820,464	0%	156,315	156,315	664,149	19%
Subregional Staff Projects	1,131,623	0	1,131,623	0%	963,417	963,417	168,206	85%
	1,952,087	-	1,952,087	0%	1,119,732	1,119,732	832,355	57%
Direct Costs								
Internet Access Fees	3,000	150	2,850	5%	1,647	1,796	1,204	60%
Software Support	111,988	54,849	57,139	49%	16,918	71,766	40,222	64%
Hardware Support	29,825	2,989	26,836	10%	20,642	23,631	6,194	79%
Software Purchases	30,000	3,956	26,044	13%	13,512	17,469	12,531	58%
Office Rent - Main Office	1,200,807	212,601	988,206	18%	878,466	1,091,067	109,740	91%
Office Rent - Satellite Office	40,000	9,796	30,204	24%	26,725	36,521	3,479	91%
Equipment Leases	491,270	56,486	434,784	11%	363,609	420,095	71,175	86%
Equipment Repairs	82,640	250	82,390	0%	8,744	8,994	73,646	11%
Insurance	179,000	180,207	(1,207)	101%	-	180,207	(1,207)	101%
Payroll and Bank Process Fee	32,100	2,888	29,212	9%	-	2,888	29,212	9%
Office Supplies	110,000	4,360	105,640	4%	88,284	92,644	17,356	84%
Office Maintenance	-	-	-	0%	-	-	0	0%
Small Office Purchase	337,000	21,561	315,439	6%	6,041	27,603	309,397	8%
Telephone Charges	169,508	4,127	165,381	2%	452	4,579	164,929	3%
Postage and Delivery	80,000	16,371	63,629	20%	930	17,301	62,699	22%
SCAG Memberships	66,575	0	66,575	0%	49,816	49,816	16,759	75%
Professional Memberships	8,240	725	7,515	9%	390	1,115	7,125	14%
Resource Materials and Subs	38,800	4,493	34,307	12%	10,265	14,758	24,042	38%
Depreciation - Furniture	10,000	0	10,000	0%	-	0	10,000	0%
Depreciation - Computer	39,270	0	39,270	0%	-	0	39,270	0%
Capital Outlay	44,000	-	44,000	0%	-	0	44,000	0%
Recruitment Notices	20,000	3,373	16,627	17%	7,259	10,631	9,369	53%
Public Notices	25,000	2,866	22,134	11%	3,134	6,000	19,000	24%
Staff Training	125,000	6,981	118,019	6%	95,379	102,361	22,640	82%
RC & Committee Meetings	20,000	968	19,032	5%	10,645	11,613	8,387	58%
RC Retreat	15,000	-	15,000	0%	-	-	15,000	0%
RC General Assembly	15,000	-	15,000	0%	-	-	15,000	0%
Other Meeting Expense	28,500	50	28,450	0%	3,550	3,600	24,900	13%
Miscellaneous	206,030	3,694	202,336	2%	6,505	10,199	195,831	5%
RC Meeting Stipends	140,000	13,515	126,485	10%	-	13,515	126,485	10%
Letter of Credit Interest	100,000	0	100,000	0%	-	0	100,000	0%
Caltrans Rapid Pay Fees	1,000	150	850	15%	-	150	850	15%
Cash Contributions to Projects	285,632	0	285,632	0%	-	0	285,632	0%
Printing	140,913	0	140,913	0%	3,637	3,637	137,276	3%
Travel	210,806	9,934	200,872	5%	-	9,934	200,872	5%
Travel - Lod > Per Diem	5,000	117	4,883	2%	-	117	4,883	2%
Travel - Event Registration	21,300	2,910	18,390	14%	-	2,910	18,390	14%
AMPO Board Expense	0	-	0	0%	-	-	0	0%
NARC BOARD EXPENSE	3,000	-	3,000	0%	-	-	3,000	0%
RC Special Projects	18,000	100	17,900	1%	5,000	5,100	12,900	28%
RC Sponsorships	76,100	12,000	64,100	16%	350	12,350	63,750	16%
	4,560,304	632,467	3,927,837	14%	1,621,900	2,254,367	2,305,938	49%

**Budget v. Actual and Encumbrances
Through August - 17% of Year**

	Yr to Date Expenditures			Pct of Bud	Encum- brances	YTD Expenditures Plus		Pct of Bud
Budget	Thru Aug	Balance	Encumbrs			Balance		
Fringe Benefits								
Vacation Accrual Reconciliatio	-	0	0	0%	-	0	0	0%
Severance Pay	-	0	0	0%	-	0	0	0%
Sick Leave Payback	-	0	0	0%	-	0	0	0%
Compensation Awards	50,000	47,826	2,174	96%	-	47,826	2,174	96%
Retirement - PERS	1,748,154	251,387	1,496,767	14%	-	251,387	1,496,767	14%
Retirement - PARS	56,916	14,418	42,498	25%	-	14,418	42,498	25%
Health Insurance	750,000	108,722	641,278	14%	-	108,722	641,278	14%
Dental Insurance	79,960	15,000	64,960	19%	-	15,000	64,960	19%
Vision Insurance	26,747	4,074	22,673	15%	-	4,074	22,673	15%
Life Insurance	110,000	14,885	95,115	14%	-	14,885	95,115	14%
Medical & Dental Cash Rebate	324,600	23,969	300,631	7%	-	23,969	300,631	7%
Medicare Tax	138,786	14,467	124,319	10%	-	14,467	124,319	10%
Tuition Reimbursements	5,000	1,000	4,000	20%	-	1,000	4,000	20%
Bus Passes	12,000	1,413	10,587	12%	-	1,413	10,587	12%
Carpool Reimbursements	4,000	350	3,650	9%	-	350	3,650	9%
Bus Passes - Taxable	63,000	8,262	54,738	13%	-	8,262	54,738	13%
Workers Comp Insurance	233,900	233,009	891	100%	-	233,009	891	100%
Unemployment Insurance	33,540	0	33,540	0%	-	0	33,540	0%
Deferred Comp Match	76,500	5,003	71,497	7%	-	5,003	71,497	7%
Benefit Administration Fees	4,000	516	3,484	13%	-	516	3,484	13%
	3,717,103	744,301	2,972,802	20%	-	744,301	2,972,802	20%
Other								
Soft Match Contributions	3,305,334	0	3,305,334	0%	3,305,334	3,305,334	-	100%
Exp - Local cash	550,000	0	550,000	0%	-	0	550,000	0%
Reconcile to Burden	(93,450)	0	(93,450)	0%	-	0	(93,450)	0%
	3,761,884	0	3,761,884	0%	3,305,334	3,305,334	456,550	88%
Grand totals:	35,790,435	2,565,771	33,224,663	7%	12,237,368	14,803,139	20,987,296	41%

% of Budget Spent @ 17% of year



**Budget v. Actual and Encumbrances
General Fund Only
Through August - 17% of Year**

	Budget	Yr to Date Expenditures Thru Aug	Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
Staff								
Salaries	14,730	495	14,235	3%	-	495	14,235	3%
Fringe Burden	8,716	309	8,406	4%	-	309	8,406	4%
Indirect Burden	26,128	897	25,231	3%	-	897	25,231	3%
	49,574	1,701	47,872	3%	-	1,701	47,872	3%
Consultant / Professional Services								
SCAG Consultant	280,000	29,999	250,001	11%	150,501	180,500	99,500	64%
Legal Services	200,000	-	200,000	0%	25,000	25,000	175,000	13%
Professional Services	12,980	-	12,980	0%	-	-	12,980	0%
	492,980	29,999	462,981	6%	175,501	205,500	287,480	42%
Direct Costs								
Payroll Bank Fees	-	500	(500)	0%	-	500	(500)	0%
Office Supplies	-	-	-	0%	-	-	-	0%
SCAG Memberships	13,133	-	13,133	0%	17,283	17,283	(4,150)	132%
Capital Outlay	44,000	-	44,000	0%	-	-	44,000	0%
RC & Committee Meetings	20,000	968	19,032	5%	10,645	11,613	8,387	58%
RC Retreat	15,000	-	15,000	0%	-	-	15,000	0%
RC General Assembly	15,000	-	15,000	0%	-	-	15,000	0%
TRAINING	25,000	-	25,000	0%	-	-	25,000	0%
Other Meeting Expense	20,000	-	20,000	0%	900	900	19,100	5%
Miscellaneous	13,701	1,246	12,455	9%	1,000	2,246	11,455	16%
RC Meeting Stipends	140,000	13,515	126,485	10%	-	13,515	126,485	10%
Letter of Credit Interest	100,000	-	100,000	0%	-	-	100,000	0%
Caltrans Rapid Pay Fees	1,000	150	850	15%	-	150	850	15%
Cash Contributions to Projects	285,632	-	285,632	0%	-	-	285,632	0%
Travel	39,300	602	38,698	2%	-	602	38,698	2%
Travel - Lod. > Per Diem	5,000	117	4,883	2%	-	117	4,883	2%
Travel - Event Registration	3,000	120	2,880	4%	-	120	2,880	4%
AMPO Board Expense	-	-	-	0%	-	-	-	0%
NARC BOARD EXPENSE	3,000	-	3,000	0%	-	-	3,000	0%
RC Special Projects	18,000	100	17,900	1%	5,000	5,100	12,900	28%
RC Sponsorships	76,100	12,000	64,100	16%	350	12,350	63,750	16%
	836,866	29,318	807,548	4%	35,178	64,496	772,370	8%
Grand totals:	1,379,420	61,018	1,318,401	4%	210,679	271,697	1,107,722	20%

MEMO

DATE: October 10, 2005

TO: The Regional Council
The Community, Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative Matrix

The State Legislature, which now turns its attention to the November special election, has adjourned for the year and will not reconvene until Wednesday, January 4, 2006. The attached matrix shows the end-of-session disposition of state bills and constitutional amendments upon which SCAG has taken a position. Bills that did not advance from their house of origin by May 30th are considered dead; those that did pass to the other house carry over into the second half of the session in 2006.

Only one bill, SB 575 (Torlakson) on housing development projects, passed the Legislature and awaits the Governor's signature. He must sign or veto bills by October 9th. Legislation enacted in 2005 becomes effective on January 1, 2006 in the absence of an urgency clause.

In Washington, Congress has returned from its August district work period and has focused on three subjects: the nomination of Judge Roberts for Chief Justice of the Supreme Court, Hurricane Katrina relief, and the passage of appropriations bills. Appropriations measures are due before the end of the federal fiscal year on September 30th, but delays are expected. The appropriation for the Department of Transportation and the Treasury was purposely delayed to permit the passage of SAFETEA-LU first. Now that the reauthorization has been enacted, the Congress can pass a Transportation appropriation that accounts for SAFETEA-LU's new provisions.

CP#107688v.6

CA AB 426	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Bogh (R) HOV Lanes yes no 02/15/2005 04/20/2005 Pending Assembly Appropriations Committee Requires the Department of Transportation to convert all high-occupancy vehicle (HOV) lanes on state highways in the County of Riverside that currently operate on a 24-hour basis into part-time HOV lanes that operate as mixed-flow lanes except during peak periods, subject to any required approvals of the federal government. STATUS: 05/25/2005 PRIVATE FILE: COMMENTARY: Support position extends only to Riverside County Position: Subject:	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup 05/05/2005 Transport
CA AB 697	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Oropeza (D) Highway Users Tax Account: Appropriation of Funds 02/17/2005 Pending Assembly Appropriations Committee Provides that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are on continuously appropriated and may be encumbered for certain purposes until the Budget Act is Enacted. STATUS: 05/25/2005 PRIVATE FILE: COMMENTARY: Amendment requested relates to facilitating the CPG reimbursement process. Position: Subject:	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup&Amend 04/15/2005 Revenue/Bond, Transport
CA AB 850	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Canciamilla (D) Toll Road Agreements yes no 02/18/2005 05/03/2005 Pending Assembly Appropriations Committee Relates to the Department of Transportation. Authorizes the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects. Authorizes tolls to be collected after the termination of a franchise agreement period. Authorizes the department to construct and operate a high-occupancy vehicle and other preferential lanes as toll facilities. STATUS: 05/25/2005 PRIVATE FILE: Position: Subject:	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup 05/05/2005 Transport
CA AB 1090	AUTHOR: TITLE: INTRODUCED: DISPOSITION:	Matthews (D) Solid Waste: Diversion: Conversion 02/22/2005 Pending	

000035

LOCATION: Assembly Natural Resources Committee

SUMMARY:

Revises the waste management practices that the integrated Waste Management Board and local agencies are required to promote. Repeals the definition of the term gasification. Defines the terms conversion technology, beneficial use and recovery. Revises the definition of the term "transformation" to exclude pyrolysis, distillation or biological conversion other than composting from that definition. Specifies that transformation does not include conversion technology.

STATUS:

04/18/2005 In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee.

PRIVATE FILE: SolidWaste

Position: SCAG-Sup 04/07/2005

Subject: SolidWaste

CA AB 1266

AUTHOR: Niello (R)

TITLE: State Highways: Design-Sequencing Contracts

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/22/2005

LAST AMEND: 05/04/2005

DISPOSITION: Pending

LOCATION: Assembly Appropriations Committee

SUMMARY:

Authorizes the Department of Transportation to award design-sequencing contracts for the design and construction of not more than 4 additional transportation projects, to be selected by the Director of Transportation.

STATUS:

05/25/2005 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

PRIVATE FILE: Transportation

Position: SCAG-Sup 04/15/2005

Subject: Transport

CA ACA 13

AUTHOR: Harman (R)

TITLE: Local Government: Assessments and Fees or Charges

FISCAL COMMITTEE: no

URGENCY CLAUSE: no

INTRODUCED: 02/22/2005

LAST AMEND: 04/21/2005

DISPOSITION: Pending

LOCATION: Assembly Local Government Committee

SUMMARY:

Proposes a Constitutional amendment that excludes a fee or charge related to flood control, stormwater drainage or surface water drainage from restrictions on the imposition or increase of a property-related fee or charge by a city, county or special district upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest, and upon the approval by a majority vote of the property owners of the property subject to the charge or fee.

STATUS:

04/21/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS.

04/21/2005 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.

04/21/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

CA SB 44

AUTHOR: Kehoe (D)

TITLE: General Plans: Air Quality Element

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 01/04/2005

LAST AMEND: 05/17/2005

DISPOSITION: Pending

LOCATION: Assembly Unfinished Business

SUMMARY:

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Requires the legislative body of each city and county located in specified areas to either adopt an air quality element as part of its general plan or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing elements that occurs after a specified date. Requires cities and counties to comply by a certain date.

STATUS:

09/08/2005

In ASSEMBLY. Read third time. Failed to pass ASSEMBLY.

09/08/2005

In ASSEMBLY. Motion to reconsider.

PRIVATE FILE:

AirQuality

Position:

SCAG-Opp 06/02/2005

Subject:

AirQuality, LandUse

PRIVATE FILE:

LandUse

Subject:

AirQuality, LandUse

CA SB 172

AUTHOR:

Torlakson (D)

TITLE:

Bay Area State-Owned Toll Bridge: Financing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/09/2005

LAST AMEND:

05/27/2005

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Requires the seismic retrofit surcharge on bay area toll bridges to be paid into the Bay Area Toll Account. Requires the Bay Area Toll Authority to amend its agreement with the Department of Transportation to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. Requires the authority and department to form a Toll Bridge Program Board of Control to review those projects.

STATUS:

06/13/2005

To ASSEMBLY Committee on TRANSPORTATION.

PRIVATE FILE:

Transportation

Position:

SCAG-Watch 05/05/2005

Subject:

Revenue/Bond, Transport

CA SB 371

AUTHOR:

Torlakson (D)

TITLE:

Public Contracts: Design-Build: Transportation

INTRODUCED:

02/17/2005

LAST AMEND:

04/26/2005

DISPOSITION:

Pending

LOCATION:

Senate Appropriations Committee

SUMMARY:

Authorizes, until January 1, 2011, certain state and local transportation entities to use a design-build process for bidding on highway construction projects. Establishes a procedure for submitting bids that includes a requirement that design-build entity bidders provide certain information in a questionnaire submitted to the transportation entity that is verified under oath. States the intent of the Legislature that a transportation entity implement a labor compliance program for such projects.

STATUS:

05/26/2005

In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.

PRIVATE FILE:

Transportation

Position:

SCAG-Sup 04/15/2005

Subject:

Transport

CA SB 521

AUTHOR:

Torlakson (D)

TITLE:

Local Planning: Transit Village Plans

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/18/2005

LAST AMEND:

09/02/2005

DISPOSITION:

Pending

LOCATION:

Assembly Housing and Community Development Committee

SUMMARY:

Requires a transit village plan to include a transit station and a parcel, at least 1/2 of which is

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with no more than 1/4 mile of the exterior boundary of the parcel on which the transit station is located or parcels located in an area equal to the area encompassed by a 1/4 mile radius from the exterior boundary of the parcel on which the station is located. Defines blight under the Community Redevelopment Law to include the lack of high density development within a transit village development district.

STATUS:

09/02/2005 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.

09/02/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

PRIVATE FILE:**Position:****Subject:**

LandUse

NARC-Sup 06/02/2005

Housing, Transit

CA SB 575

AUTHOR:**TITLE:****FISCAL COMMITTEE:****URGENCY CLAUSE:****INTRODUCED:****LAST AMEND:****DISPOSITION:****LOCATION:****SUMMARY:**

Torlakson (D)

Housing Development Projects

no

no

02/18/2005

08/18/2005

To Governor

To Governor

Amends Planning and Zoning Law provisions relating to approval or disapproval of projects for farmworker housing, very low, low-, or moderate-income households. Revises conditions regarding disapproval or a conditional approval of a housing development project. Authorizes an applicant for a project or a person who would be eligible to apply for residency to bring an action in court. Authorizes the court to vacate the decision, deem the application complete, and impose fines upon determination of bad faith.

STATUS:

09/02/2005

*****To GOVERNOR.

PRIVATE FILE:**Position:****Subject:**

LandUse

SCAG-Sup 06/02/2005

Housing, LandUse

CA SB 705

AUTHOR:**TITLE:****INTRODUCED:****DISPOSITION:****LOCATION:****SUMMARY:**

Runner G (R)

Design-Build Contracts

02/22/2005

Pending

Senate Transportation and Housing Committee

Authorizes the Department of Transportation to contractor using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.

STATUS:

04/19/2005

In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.

CA SB 760

AUTHOR:**TITLE:****FISCAL COMMITTEE:****URGENCY CLAUSE:****INTRODUCED:****LAST AMEND:****DISPOSITION:****LOCATION:****SUMMARY:**

Lowenthal (D)

Ports: Congestion Relief: Security Enhancement

yes

no

02/22/2005

05/27/2005

Pending

Assembly Appropriations Committee

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:

06/27/2005

From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to

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	PRIVATE FILE: Position: Subject:	Committee on APPROPRIATIONS. Transportation SCAG-Watch 05/05/2005 Transport
CA SB 832	AUTHOR: TITLE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Perata (D) CEQA: Infill Development 02/22/2005 05/04/2005 Pending Assembly Inactive File <p>Relates to infill development under the California Environmental Quality Act. Provides an alternative to infill criteria if the site is located in a city with a population of more than 200,000 persons, the site is not more than 10 acres, and the project does not have less than 200 or more than 300 residential units, as adopted by a resolution of the city council.</p> STATUS: 08/31/2005 In ASSEMBLY. To Inactive File. PRIVATE FILE: LandUse Position: SCAG-Sup 06/02/2005 Subject: Housing, LandUse
CA SB 1024	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Perata (D) Public Works and Improvements: Bond Measure yes yes 02/22/2005 08/29/2005 Pending Senate Third Reading File <p>Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize general obligation bonds for the state transportation improvement program, levee improvements, passenger rail improvements, restoration of Proposition 42 funds, port infrastructure and security, certain trade corridors, emissions reduction projects, environmental enhancement projects, and transportation needs in cities and counties relative to housing and infill. Creates the Transit-Oriented Development Program.</p> STATUS: 08/30/2005 In SENATE. Read second time. To third reading. PRIVATE FILE: Transportation Position: SCAG-Watch 05/05/2005 Subject: Revenue/Bond, Transport
CA ACA 4 a	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Keene (R) State Finances yes no 01/20/2005 04/11/2005 Pending Assembly Budget Process Committee <p>Proposes a Constitutional amendment that requires, rather than authorizes, the Governor to issue a proclamation declaring a fiscal emergency, and specifies that the proclamation would be issued when the Governor determines either that General Fund revenues will decline below the estimate of General Fund revenues upon which the Budget Bill for that fiscal year was based, or that General Fund expenditures will increase above that estimate of General Fund revenues, or both, by a specified amount.</p> STATUS: 04/11/2005 From ASSEMBLY Committee on BUDGET PROCESS with author's amendments. 04/11/2005 In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on BUDGET PROCESS. PRIVATE FILE: Transportation COMMENTARY:

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Prop 42 provisions only

Position:

SCAG-Sup&Amend 05/05/2005

Subject:

Revenue/Bond, Transport

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MEMO

DATE: October 10, 2005
TO: Regional Council
FROM: Mark Pisano
SUBJECT: Global Gateway Regions Discussion

SUMMARY:

At the 4th Annual National Association of Regional Councils (NARC) meeting of the Major Metros, on September 10, 2005, Mark Pisano and Gary Gallegos (SANDAG) made a presentation of the Southwest Mega-region. Currently defined as the area between Kern County and Baja California, the case study is the result of collaboration between Kern COG, SCAG, SANDAG and Baja California (through the Southwest Compact). An accompanying report was also distributed, which outlines the trends and strategies of this emerging Global Gateway Region.

The case study is part of the national Third Century Strategy effort, which calls for the creation of case studies by each of the nine Global Gateway Regions in the United States. Ordinarily these case studies are conducted by universities within the mega-regions. However, interest among the MPOs in the Southwest Mega-region was such that a more effective and significant report was produced through their collaboration. Meetings with Kern, SANDAG and Baja California have occurred to move this effort forward and fine-tune the final joint product.

The next step of this effort is to use the national strategy document, and supporting case study reports, such as the Southwest Mega-region, to convene a White House Conference on the topic. With White House support for the coordination of Federal agencies at the mega-regional scale, and the development of strategies geared towards the long-term growth and competitiveness of these areas, the SCAG region and other Global Gateways will be able to accommodate growth and maintain their livability and prosperity into the future.

BACKGROUND:

America's Third Century Strategy was first raised at the annual NARC meeting in 2003. Subsequent discussions, conferences abroad in Europe and Asia, and research work at the University of Pennsylvania led to an understanding of Global Gateway Regions: large networks of metropolitan areas, each spreading over thousands of square miles, which serve as the economic engines and innovation centers of their respective world regions.

By 2050, the U.S. population is expected to grow by 40% to 430 million people, while 70% of this population and 80% of all economic growth is projected to reside within the nation's nine emerging Global Gateway Regions. If this growth is to be accommodated based on current trends, the nation will need to build half-again as much housing, commercial development and infrastructure as during the past two centuries, and would consume four times as much land by 2050 as in its history. The question is thus: how can these regions sustain this growth and maintain competitiveness in the global economy, while approaching build-out in land use and infrastructure, and contending with congestion, environmental degradation, and increasing socio-economic inequity?

MEMO

The future of the nation and its global competitiveness depend on the livability and sustainability of these mega-regions, and on their connection to the vast under-performing rural areas in country's heartland. Large-scale efforts based on coordinated land use and transportation strategies are imperative as the United States charts the course for its third century.

Already, Europe and Pacific Asia are initiating mega-regional strategies for cohesion and competitiveness through intra-regional and intra-national infrastructure investments. Similar large-scale strategies must be pursued in the United States that focus on reversing current trends to develop more efficient urban forms; infrastructure systems that have the needed resiliency, redundancy and capacity for growth and national security; and the infrastructural and educational foundations for economic growth and opportunity.

National efforts have strong historic precedents in the United States. In 1807 and 1907, Presidents Jefferson and Roosevelt respectively instituted national plans to stimulate major infrastructure, conservation and regional economic strategies that powered America's economic growth and success in its first two centuries. A bold new strategy is needed as the nation enters its third century, with 2007 as an ideal time to initiate this effort.

The mega-region requires a new and improved framework for cooperative governance and financing. As in the past, the President may promote this vision and lead efforts to coordinate federal agencies towards policies at the mega-regional scale. State, regional and local officials, as well as coordinating groups, foundations, and universities could work to shape these policies.

Using a basic Return on Investment structure, both public and private investments must focus on efficient networks that increase productivity, while generating affordable outcomes in housing and transportation. A goal-oriented, performance-based decision process that supports this objective is integral, while government policies and tax structures reinforce this approach.

MEMO

DATE: October 10, 2005

TO: The Regional Council

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State Legislature End of Session Update

SUMMARY:

The State Legislature has adjourned for the year and will not reconvene until Wednesday, January 4, 2005. SCAG made concerted efforts throughout the 2005 session to influence the enactment of new laws or the amendment of existing laws in the areas of housing, transportation, and the environment. This update highlights the end of session outcomes in housing and land use reform, eminent domain, the Bay Bridge fix, Proposition 42, GoCalifornia and transportation bond measures, container fees, conversion technology and CEQA reform. The final disposition of bills and constitutional amendments on which SCAG took positions in 2005 can be found in the State and Federal Legislative Matrix.

BACKGROUND:

Housing and Land Use Reform

SCAG has participated in the Housing Element Working Group (HEWG) since its inception and continued to do so in 2005. Discussions were conducted over many months with representatives of the building industry in an effort to identify changes to the housing approval process and new sources of funding that cities need to pay for local services and infrastructure. These reform discussions are still ongoing, and will continue throughout the fall and into next year.

One housing measure supported by SCAG was enacted. SB 575 (Torlakson) amends the Planning and Zoning Law to restrict the conditions under which an affordable housing projects can be disapproved. Courts may impose fines for actions in bad faith.

Related to the subject of housing reform was the Administration's decision to allocate \$5 million in State Planning and Research (SP&R) funds to regional blueprint planning and reimbursement for work on the Regional Housing Needs Assessment. Although the Governor ultimately line item vetoed the use of SP&R funds for non-transportation related purposes, namely the RHNA reimbursement, an administrative solution is expected that will assist SCAG and ABAG in the performance of the RHNA. Workshops are currently underway to clarify the application process for regional blueprint planning grants, and SCAG has been attending them in anticipation of submitting an application.

Eminent Domain

In late June, the United States Supreme Court decided in Kelo vs. City of New London that the city could use eminent domain to take privately owned homes for the development of a privately



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owned business complex. The decision stirred legislatures across the country, including the California State Legislature. Senator Tom McClintock (R-Thousand Oaks) and Assemblymember Dough La Malfa (R-Richvale) introduced SCA 15 and ACA 22 respectively to prohibit the use of eminent domain to acquire any property not thereafter owned and occupied by a government agency. The twin measures were vigorously opposed by the League of California Cities and did not advance in light of that opposition and in the face of waning bipartisan support. Senator McClintock may attempt to qualify SCA 15 as an initiative measure in 2006.

Two virtually identical measures, AB 1162 (Mullin) and SB 1026 (Kehoe), would have imposed a two-year moratorium on the use of eminent domain for owner-occupied housing, during which time the state would undertake a study of how eminent domain was applied in California. The measures appeared to gain momentum during the final days of the Session, but eventually stalled.

Bay Bridge

AB 144 (Hancock) was enacted on July 18th to fund the Bay Area Bridges costs overrun. AB 144 set the state's contribution toward funding the overrun at \$630 million, including 1) \$300 million to fund the cost of demolishing the eastern span of the San Francisco-Oakland Bay Bridge from the State Highway Operations and Protection Program (SHOPP), project savings, and the federal Highway Bridge Replacement and Rehabilitation Program (FHBRR) and 2) \$330 million derived from \$130 million in Caltrans efficiencies, \$125 million in "spillover" state gasoline sales tax revenues, and \$75 million from the Motor Vehicle Account. Other revenues to close the cost overrun gap will be raised with tolls and refinancing savings.

While the state's contribution of \$630 million is a sizeable sum of money, this figure is substantially more favorable to Southern California than previous potential liabilities proposed under other funding scenarios. SCAG's regional transportation planning partners are still evaluating the effect of this cost-sharing on their short- and long-range plans.

Proposition 42

The Legislature passed and the Governor signed an FY05-06 State Budget that fully funded Proposition 42 to the amount of \$1.3 billion. Pursuant to existing law, the \$1.3 billion will be allocated as follows:

- \$678 million to the Traffic Congestion Relief Fund for Traffic Congestion Relief Projects (TCRP)
- \$254 million to the Transportation Investment Fund for State Transportation Improvement Program (STIP) projects
- \$254 million to cities and counties for local streets and roads (\$127 million to cities, \$127 million to counties)
- \$127 million to the Public Transportation Account, with half (\$63.5 million) of those funds available for STIP projects and half (\$63.5 million) for the State Transit Assistance (STA) Program

The full funding of Proposition 42 was a major legislative success for all California transportation stakeholders; more work remains to be done, however, to amend the State Constitution to prohibit future suspensions of transfers from the General Fund to transportation projects and programs in times of financial crisis. This amendment, called a firewall, appears to be the transportation community's first priority for the 2006 session.

GoCalifornia and Transportation Bond Measures

The Governor advocated on behalf of GoCalifornia, his transportation package, until the last days of the 2005 legislative calendar when it became apparent that Senate President Pro Tempore Don Perata (D-Oakland) was unwilling to de-couple consideration of his \$7 billion transportation bond measure (SB 1024) from consideration of GoCalifornia. Business, Transportation and Housing Department Secretary Sunne McPeak explained in late session meetings that the Governor insisted on separating GoCalifornia from any bond measure, preferring to effect administrative cost-savings first before taking a bond measure to the voters. Both sides have said that transportation will be a priority in 2006.

In the last days of session, SCAG was asked by Secretary McPeak to provide technical support for an amendment to AB 850 (Canciamilla), the public/private partnership (PPP) bill in GoCalifornia. SCAG submitted its suggestions to BT&H as requested after circulating it to the commissions and AAA. Although the recommendations were not amended into AB 850, given the impasse between the Governor and Senator Perata, the Administration may build on those ideas during the interim as a basis for 2006 negotiations.

Container Fees

SCAG carefully monitored the progress of SB 760 (Lowenthal) in 2005. The bill, which imposed a \$30 container fee on every twenty-foot equivalent unit passing through the Ports of Long Beach and Los Angeles, advanced quickly through the Senate and eventually stalled in the Assembly Appropriations Committee when Senator Lowenthal, reacting to resistance from shippers and some commercial interests, converted SB 760 into a two-year bill.

Consequently, the senator will resume work on the bill in January. Following adoption of the findings of the report, SCAG may be able to assist Senator Lowenthal in his drafting of amendments by sharing with him the results of the Port and Modal Elasticity Study presented to the TCC today.

Conversion Technology

SCAG supported the enactment of AB 1090 (Matthews) in the 2005 session. The bill, which redefined conversion technologies in an effort to increase post-recycling diversion from landfills, met resistance in the Assembly Natural Resources committee and stalled. Interim hearings are planned on the subject.

CEQA Reform

SCAG participated in the 2005 CEQA Working Group. Among members of the group, which included representatives from the Administration, the Legislature, cities, environmental groups, and the building industry, there are commonly held beliefs on streamlining and the exercise of

CEQA within streamlined alternatives. No specific, detailed proposal on CEQA streamlining emerged in the session, however, and the effort will continue in 2006. SB 832 (Perata), the working group's vehicle for amendment, is currently in the Assembly Inactive File and eligible passage in the 2006 carryover session.

CP#113953

REPORT

DATE: October 10, 2005

TO: Administration Committee
Regional Council

FROM: Heather Copp, (213) 236-1804, copp@scag.ca.gov

SUBJECT: FY 06/07 Budget Outcomes

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve FY 06/07 Budget Outcomes.

SUMMARY:

Based on the workshop that was held last month with the Regional Council and Policy Committees, staff went back and reviewed our approach to determining the framework that should be used to aid in the budget process for FY 06/07. During the workshop, a reoccurring theme emerged regarding an outcome-based process rather than determination of one-year priorities. Using outcomes rather than priorities as a framework, staff incorporated the issues that were discussed at both the June Retreat and the September workshop. Those outcomes are presented on the attachment for your review and approval. Also included for your information, are a set of draft goals and activities that the staff has been developing in support of these outcomes.

BACKGROUND:

For the first time in our budgeting process, we are attempting to create a more explicit tie between our mission statement and the budget outcomes that the Regional Council would like to see accomplished in both the long-term and near-term. The outcomes will be used to drive our budget development process. The ultimate goal is to tie our mission statement, strategic plan, and projects together through the outcomes that SCAG is trying to achieve.

In the past, the Regional Council has approved priorities from which SCAG staff developed projects to meet the priorities; however, there didn't seem to be a process to determine what we were actually accomplishing and whether or not it was in line with the global direction that the Regional Council wanted SCAG to take. We believe that by having the Regional Council provide outcomes, SCAG staff can better prepare projects that are more directed towards implementation of SCAG's mission.

We will be discussing these outcomes and the staff's goals and activities with the Subregions at their Subregional Coordinators meeting on September 22, 2005. We will review their comments and input with you at the meeting. Once the Regional Council approves the outcomes, they will be used as the framework for project development by staff. At the end of the fiscal year, staff will prepare a report that provides information to the Regional Council about our annual progress towards reaching the outcomes and mission.

REPORT

FISCAL IMPACT:

There is no direct fiscal impact as a result of this action. Approval of the outcomes will allow staff to create the FY 06/07 Budget which will require approval by the Administration Committee and the Regional Council in the spring of 2007.

Outcomes

- Maintain and Enhance the Quality of Life for our Residents
 - Protect Land for Future Generations
 - Maintain and Enhance Air and Water Quality
 - Address Environmental Justice Issues
 - Address Transportation Related Health Impacts
 - Provide Adequate Alternatives for Movement of People & Goods
 - Increase Mobility, Accessibility, and Reliability of our Transportation System
 - Prepare for Natural and Manmade Disasters
 - Provide Adequate Affordable Housing
- Maintain and Enhance the National and International Competitiveness of the SCAG Region
 - Narrow the Income Gap between the Have and the Have Not
 - Ensure Adequate Resources, i.e., Energy, Water, etc.
 - Create Jobs and Generate Income
- Ensure Adequate Financial Resources for our Transportation System
 - Determine Viability of Federal Trust Fund
 - Develop Alternatives to Traditional Grant Funds
 - Maintain and Enhance California's Congressional Consensus Approach
- Become a Preeminent Regional Agency
 - Ensure Full Participation of our Members, Subregions, and Partners
 - Coordinate with Neighboring Regions for a Long Range (50+ years) Outlook
 - Preserve and Increase Planning Funds
 - Ensure Informed Decision Making through use of Data
 - Provide Leadership in Transportation Systems Analysis
 - Provide Best in Class Analytical Capabilities

Framework for FY 2006 – 2007 Budget

Goals		Activities	Projects
Regional Transportation Plan (RTP)			
<ul style="list-style-type: none">▪ Maintain and improve mobility and accessibility for people and goods▪ Improve safety and security of our transportation system▪ Improve system productivity▪ Improve system reliability▪ Preserve our transportation system for current and future generations▪ Meet Environmental Justice▪ Ensure cost effectiveness of our transportation investments▪ Prepare EIR – identify mitigation measures and develop mitigation program▪ Meet transportation conformity and improve air quality▪ Prepare baseline and plan growth forecast that is technically sound and has the consensus of the stakeholders▪ Correspond to the 2% strategy	<ul style="list-style-type: none">▪ Develop all plan components and meet all federal and state requirements▪ Incorporate above activities▪ Produce EIR▪ Conformity/AQMP inputs▪ Growth Forecast▪ Outreach		
Aviation Program			
<ul style="list-style-type: none">▪ Decentralize airport system to reduce congestion and improve air quality▪ Increase security▪ Utilize existing infrastructure▪ Enhance coordination effort	<ul style="list-style-type: none">▪ Physical infrastructure▪ Institutional arrangement▪ Connectivity plan▪ Pricing		
Budget Program			
<ul style="list-style-type: none">▪ Integrate Budget▪ Develop budget that is financial feasible▪ Efficient and effective use of resources▪ Increase funding sources for planning activities	<ul style="list-style-type: none">▪ Develop the budget to meet all federal and state requirements▪ Adequate match▪ Monitor federal reporting▪ Alternative funding sources & services		

Ⓢ All support activities: modeling, legislative, data, etc. are assumed to be in place.
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Framework for FY 2006 – 2007 Budget

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Goals		Activities	Projects
Compass 2% Strategy			
<ul style="list-style-type: none"> Improve mobility Foster livability for all Southern Californians Enable prosperity for all people Promote sustainability for future generations Utilize existing infrastructure 	<ul style="list-style-type: none"> Specific project plan/suite of services Tool development General plan updates Financial mechanisms Public education 		
Data, Monitoring and Tools			
<ul style="list-style-type: none"> Enhance Data Acquisition Program to support agency priorities Acquire data to improve analytical capabilities Maximize regional data collection resources Coordinate land use transportation Expand accessibility to information sources and data analysis tools Establish regional repository for empirical data Convert data into useful information Provide technical analysis for policies, plans, and programs 	<ul style="list-style-type: none"> Data collection Tools and Models Development Information & Resource Dissemination Application, Analysis, & Evaluation Tools to support programs & monitoring 		
Finance Program			
<ul style="list-style-type: none"> Identify tools for financing project implementation Establish reliable and stable funding sources 	<ul style="list-style-type: none"> Identify tools Return on Investment Approach Alternative funding strategies Maximize leveraging of funds Ensure there are adequate finances for achievement of our goals 		

Framework for FY 2006 – 2007 Budget

Goals		Activities	Projects
Goods Movement Program			
<ul style="list-style-type: none"> Accommodate growth at the ports Create jobs Ensure upward economic mobility Reduce congestion Improve air quality and community impacts Promote regional system for goods movement 	<ul style="list-style-type: none"> Physical infrastructure plan Mitigation plan Institutional arrangement Incubator project 		
MagLev Program			
<ul style="list-style-type: none"> Coordinate with decentralized aviation strategy Improve mobility Correspond to 2% strategy 	<ul style="list-style-type: none"> Complete preliminary engineering and planning studies Complete business case Create institutional arrangement Connectivity 		
Regional Comprehensive Plan (RCP)			
<ul style="list-style-type: none"> Foster implementation Take advantage of CEQA reform Identify regional needs (transportation, energy, water, environmental) Sustainability for future generations Save time and money for member cities in the provision of public service 	<ul style="list-style-type: none"> Develop comprehensive plan that incorporates all of the above activities to implement the mitigation measure identified in the 2004 RTP PEIR and the 2% Strategy Coordination with partner agencies Identify mitigation measures PEIR 2% strategy 		
Regional Housing Needs Allocation (RHNA)			
<ul style="list-style-type: none"> Use policy based vs. formula based approach Coordinate 20 year housing planning with statute requirements Integrate Compass 2% distribution into allocation plan 	<ul style="list-style-type: none"> Comprehensive jurisdictional survey Methodology development Consensus building/outreach and mediation plan 		

Framework for FY 2006 – 2007 Budget

<i>Goals</i>		<i>Activities</i>	<i>Projects</i>
<i>Regional Transportation Improvement Plan (RTIP)</i>			
<ul style="list-style-type: none"> Implement of Projects 	<ul style="list-style-type: none"> Adopt fiscally constrained 2006 RTIP Complete Conformity Analysis Address funding uncertainties 		

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